

Double
PAYLOADS and PROFITS

With

1931

FOR YOUR

TIMKEN
6 Wheel
*Conversion
Unit*



CHEVROLET



Truck



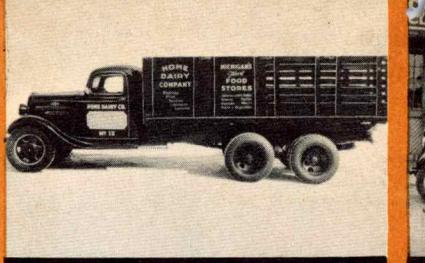
DUMP WORK



FARMING



GAS AND OIL



DAIRY

THE TRUCK OF ALL TRADES

A Complete 6 WHEEL CONVERSION UNIT

Designed and Built by **TIMKEN** to Increase Earning Power
of **CHEVROLET TRUCKS** . . . Permits Heavier Payloads
Lowers Operating Costs . . . Lowers Original Equipment Costs

The payload your 4-wheel truck can carry is limited by the load-carrying capacity of the front and rear axles.

Overload these axles and the result is liable to be costly breakage of axle parts . . . premature failure of tires and other expensive units.

By the addition of a third load-carrying axle and a minimum extension in overall length, the Timken 6-Wheel Conversion Unit raises the payload capacity of Chevrolet 1½ ton trucks to the equal of expensive heavy-duty vehicles.

Equipped with this unit . . . your 4-wheel truck can haul larger loads . . . safely and profitably without borrowing from the future.

Proved by thousands of tests in actual use . . . the Timken 6-Wheel Conversion Unit is adaptable to all kinds of work. It has been developed as the result of thorough field tests which have definitely proven that the only practical and efficient way to add a third load-carrying axle is to incorporate it as a complete conversion unit so designed that it becomes an integral part of the truck chassis.

CHASSIS and
weight, 5400
Complete as
10-ply dual
7.00/20 front

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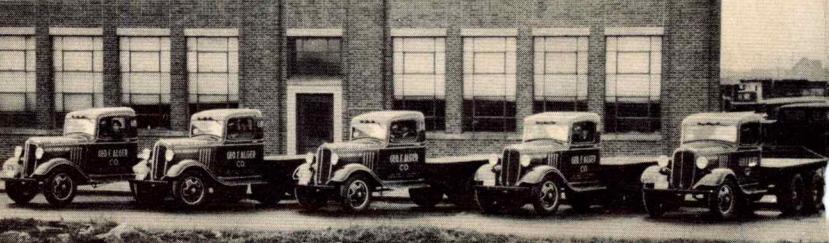
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WAREHOUSE



GROCERY



TRUCKING

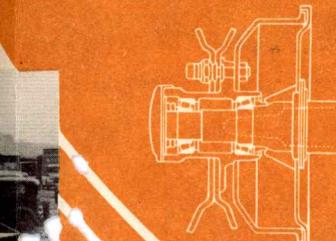


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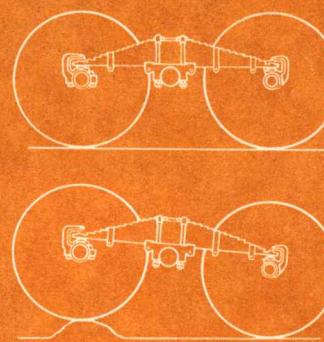
TIMKEN SUPPLE- TAL FRAME RAILS

a full depth section— $7\frac{1}{2}$ "x3"x $\frac{1}{4}$ "
or the entire length and extend 15"
under the cab. These frame rails are
not just a re-inforcement... but actual-
ly a strengthening member to the truck.



TIMKEN TUBULAR TRAILER AXLE

The famous Timken Tubular
Trailer Axle... Accepted Standard
for trailer use... provides
greatest axle strength and rigidity
with least weight.



TIMKEN "FULL-FLOATING SPRING" SUSPENSION

Divides the rear-end load 53% on the driving axle and 47% on the trailing axle... springs oscillate at center on rigid pivot member and ride at ends on hardened steel plates welded to axle housings. This complete flexibility of spring suspension insures a smoother ride for perishable cargoes, because the frame lift is only half the wheel lift. Springs are not subjected to twisting strains due to the rise and fall of rear wheels.

TIMKEN "PARALLEL TORQUE ROD

Improved
Engineering
Balance

Proved by
THOUSANDS OF TESTS



TIMKEN "EASY PIVOT" SPRING

The spring seat rides on opposed Timken roller bearings and oscillates on the central member extending across the frame. It follows the same design as used in mounting hubs on Timken "full-floating" axles. Rear spring is clamped in a milled slot on spring seat, no shackles or pins to wear out.

Packed with wheel bearing lubricant.



The Timken rigid
ber provides extra
the frame rails... pre-
frame rails at point of

Armour's
fixed flavor!
STAR HAM AND STAR BACON



PACKING

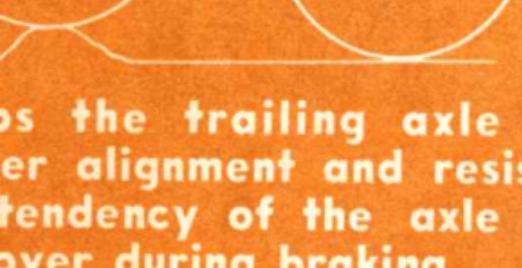
TIMKEN AXLES

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CO

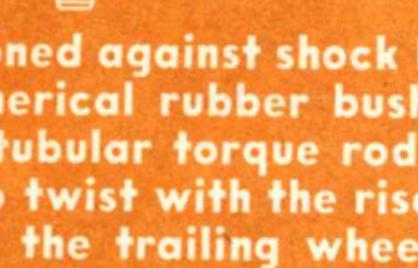
SYSTEM"



Diagram illustrating the rear axle assembly.

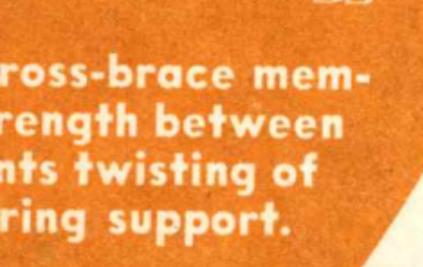


keeps the trailing axle in proper alignment and resists tendency of the axle to swivel during braking.

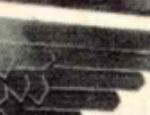


absorbed against shock loads by spherical rubber bushings, these tubular torque rods are free to twist with the rise and fall of the trailing wheels on the road. No lubrication required.

TIMKEN RIGID CROSS-BRACE



cross-brace members resist twisting of rear support.



CREAMERIES

EAT
spered
pivot
s



Compare

THESE EXCLUSIVE FEATURES BEFORE YOU BUY . . .

SIMPLIFIED DESIGN . . . makes this unit easy to install . . . insures permanent, trouble-free performance.

STURDY CONSTRUCTION . . . Full-depth section frame extension . . . made to Timken design by original equipment frame builders . . . provides an ample margin of strength for hauling heavier, more bulky loads.

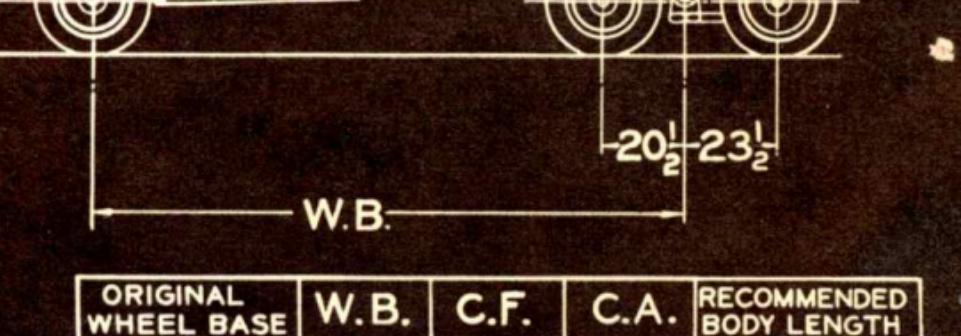
PROPERLY PROPORTIONED . . . All parts are correctly balanced and engineered to assure most efficient operating performance from the Chevrolet power plant.

NO TRANSFER OF WEIGHT due to driving or braking torque, from one axle to the other. Both axles remain on the road at all times . . . no loss of traction . . . uniform braking . . . uniform tire wear.

6 WHEEL HYDRAULIC BRAKES—Original Chevrolet hydraulic brakes are used on the front axle and driving axle—complete hydraulic brakes and separate master cylinder for trailing axle are furnished by Timken . . . emergency brake hook-up is not disturbed.

NO LUBRICATION REQUIRED . . . Neither the torque rods, spring suspension, nor any other part except the spring seat, require lubrication.

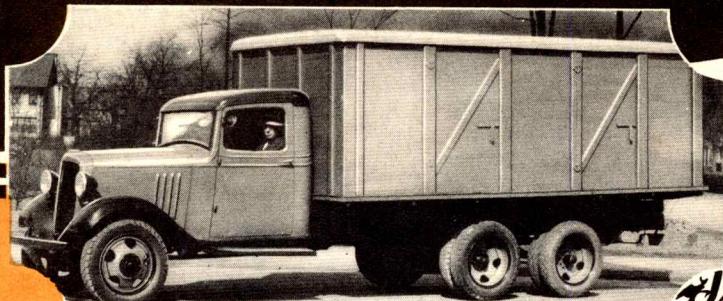
Information for Body Builder



| ORIGINAL WHEEL BASE | W.B. | C.F. | C.A. | RECOMMENDED BODY LENGTH |
|------------------------|-------------------|-------------------|-------------------|----------------------------|
| 131 $\frac{1}{2}$ | 151 $\frac{1}{2}$ | 147 $\frac{3}{4}$ | 77 $\frac{3}{4}$ | 12 FT. |
| 157 | 177 $\frac{1}{2}$ | 173 $\frac{3}{4}$ | 103 $\frac{3}{4}$ | 16 FT. |

BUILT BY THE WORLD'S LARGEST BUILDER OF AXLES
FOR TRUCKS, TRAILERS AND BUSES

The Name TIMKEN is your guarantee for
QUALITY • DESIGN • MATERIALS AND WORKMANSHIP



SAM STREETMAN, Jr., Sec'y-Treas.

e Pres.

ING COMPANY

Drive



P.O. BOX 58
PHONE W-2171

HOUSTON, TEXAS

★ HERE'S
WHAT ONE
TRUCK OPERATOR
WRITES ABOUT THE
**TIMKEN 6-WHEEL
CONVERSION
UNIT**

TAKE FULL ADVANTAGE
of TIMKEN'S 6-WHEELER by
using the **TIMKEN 2-SPEED
Double Reduction Drive**

Use of Timken's new 6-Wheel Conversion Unit in combination with the Timken 2-Speed Double Reduction Drive assures you the utmost in truck operating speed, efficiency, and profits from your present 4-wheel trucks. The book "2-Speed Axles," tells the whole story.

Transportation Equipment Co.
Houston, Texas

September 23, 1936.

Gentlemen:

We installed the Timken Tandem units about two years ago and wish to state we are more than pleased with the service they have rendered.

The ones we installed at that time have travelled more than 200,000 miles and are still in use. We find they do not wear tires as other types of tandems do, they are easy on the tractor, and the upkeep costs are even below the minimum. We have heavy refrigerated bodies on these tandems, operate cheaper than a semi-trailer.

We do not hesitate to recommend this type of tandem to any one as it is the most economical unit we have experienced.

Yours truly,
L. M. Robertson
L. M. Robertson.
Supt. Transportation.



The Key to Fast Motor Transportation

Manufactured by

THE TIMKEN-DETROIT AXLE COMPANY, DETROIT, MICH.

DISTRIBUTED BY

WATSON AUTOMOTIVE EQUIPMENT

BALTIMORE

WASHINGTON

1200 WICOMICO ST. (at Ostend)

1042 WISCONSIN AVE., N.W.

GILMOR 1300

WEST 1300